

Comparative Health.

Thus far in the season, and yellow fever has not shown itself in an epidemic form at any point in the United States. Even New Orleans is free from its ravages, so far as the public know, and a few weeks longer will ensure a total exemption for the season.

There are many moral and physical phenomena mysterious in their character, but not accidental in their origin. They are all controlled by fixed causes—obeying laws as unvarying as those of gravitation, and only mysterious because unknown, and consequently not understood. The progress of epidemics is a matter of which comparatively little is known, but even that little is sufficient to teach us useful lessons.

This much experience shows: that after some terrible visitation like that at Norfolk, the general health of the place so visited, is better for some years to come, and this is easily accounted for in the increased attention which is directed to the detection and removal of the generating causes of disease. A long exemption breeds carelessness and a relaxation of sanitary precautions. Filthy deposits of stagnant water accumulate—drainage is neglected—garbage is allowed to putrefy and pollute the atmosphere. Miserable hovels, the abodes of want, or crime, or thriftlessness, surrounded by filth and miasma, form hot-beds of disease and infection. All these and other causes combine to prepare the way for the spread of disease, and to render the effort to check it a vain one. It is like scattering dry shavings and tinder broadcast among combustible tenements. The first spark starts a conflagration which only stops when it has exhausted its aliment. The same spark falling among proper buildings, properly protected, would have died out where it fell. So in a great measure with infection. Yellow fever cases from Norfolk and Portsmouth moved to, and had the disease at, inland points in this State and in Virginia, and yet it did not spread there—not in a single instance.—the spark fell upon fire-proof materials.

Now, the position of the cities of the Chesapeake, before the disease broke out there, was such as we have alluded to. Sanitary precautions had been neglected—filthy and stagnant water lay on the surface—garbage polluted the air—shanties, filthy and unventilated, occupied positions in themselves eminently unhealthy. The same was, no doubt, the case at other points. The result is known.

The terrible plague forced public attention to be directed to these things. Many of the most obvious causes of disease were removed or abated. A more rigid sanitary system was adopted, and this year shows an exemption without a parallel within a decade of years. Whatever may be the difference of opinion among physicians upon the subject of miasma, this much is apparent—that bad drainage—bad ventilation, and putrefying matter of any kind are injurious to general health, and prepare a field for the fatal and almost uncontrollable spread of epidemics.

It is to be feared that the scare once passed—the pressing danger once forgotten, men and cities and corporations, will relapse into their former carelessness, until started too late into thought and activity by some fresh and still more awful visitation.

The Atlantic Telegraph.

It will be seen that the much-talked-of Atlantic Cable is broken, and we presume, the enterprise deferred, for we have no idea that another attempt will be made this season. The directors of the enterprise were to have met, and we suppose, did meet in London on the 15th inst., to consult upon matters and things, among the rest, we suppose, the question of making another attempt this season.

This attempt will hardly be made. Even when the expedition which has just failed, made its start, it was believed that too much of the season was gone. The intention had been to have made an earlier start, but circumstances interfered to postpone the carrying out of that intention. What was deemed too late at the beginning of August, will hardly be undertaken away on in September, or October, as is spoken of. What failed because of a heavy swell in August, would have small chance in a sea agitated by the heavy gales of the Autumnal Equinox.

About the time when the news of the sailing of the fleet engaged in laying the wire was received, our attention was attracted to an article in the Scientific American, always good, practical authority. That paper predicted this failure, citing facts of a practical character, showing the strong probabilities against success.—The whole course of procedure had convinced the common-sense editors of the Scientific American that there were too many philosophers, and too few men of practical mechanical mind and forethought engaged, and the result has vindicated the sagacity of that conclusion.

Some evenings since, we were reading a short sketch of the life of George Stephenson, the founder of the English Railway system—the builder of the little "Rocket"—the first successful locomotive. We marked how he had felt his way—risen step by step. The son of a poor man who got twelve shillings a week for firing an engine employed at some coal mines. Young Stephenson's first ambition as a boy, was to assist his father at six shillings a week—then he got the position of fireman on his own hook—then a little higher—then he got charge of an engine, which he used to take apart and clean until he fully understood its mechanism and the principle upon which it worked. Then his practical thought and study enabled him to see and remedy defects, and he was applied to when engines or pumps got out of order—then something brought him to examine the wooden tramways employed to carry the coal from the mines. These he studied fully and practically understood, making improvements in them and in the adaptation of the power employed. In that way he increased his stock of experience and capital.

When the first line of railroad of any length in England, was proposed, Mr. Stephenson put himself in communication with the directors, and dissuaded them from the idea of using horse power, and induced them to go for locomotive steam engines. He was appointed engineer of the road at a salary of three hundred pounds.—Step by step, he improved his engines—his railroad system and his other discoveries—all successful, because all practically worked out step by step. He died wealthy and respected, and yet at 20 years of age he could hardly read and had not a cent of capital. There were no George Stephensons connected with the telegraph cable—only theoretic savans.

Railroad Accidents.—Loss of Life.

On Monday last, about three miles this side of Fair Bluff, the freight train run over a cow and went off, killing a free negro by the name of Bill Gafford, and slightly hurting two others. The cars were going backwards at the time, and the cow had already been driven off, but returned again on the track.

On Wednesday afternoon, about 4 or 5 o'clock, the passenger train going West, when about two miles beyond Florence Depot, ran over a horse, throwing the locomotive and baggage car off the track. The engine was slightly damaged, and the horse was killed. A lad about 16 or 18 years old, fireman, named John Brainer, we believe, in jumping from the tender, was injured so badly that he died in about three hours. The engineer, Mr. John E. Beeton, received a slight bruise on the right side by a "knotting" to detain him from his business. On W. D. Lamb's horse was suddenly discovered on the first cotton engine tried to stop, but was too near the wire, only a beggar.

Why it is that from the first dawning of history up to the present time, Asiatics should have been vanquished by Europeans when the disparity of members was not beyond all reason, is a something which needs explanation. It is not difference of race. The great majority of the inhabitants of Asiatic Turkey and the Persian Empire, are classes as Caucasians. So are the Hindoos. Yet the vast armies of Darius and Xerxes were recruited from the provinces of the present Persian and Turkish kingdoms, and they fell before a handful of Greeks, twenty-five hundred years ago, and at the present day a few British troops forced the Shah of Persia to terms, while in India, some seven or eight thousand British troops besieged Delhi, occupied by over forty thousand Sepoys, drilled according to the European discipline.

It is hardly climate. The Saracens burst from their blazing deserts, and swept over Asia and a part of Europe like a resistless torrent. Even yet in the wild fastnesses of the Arabian Peninsula, or on the burning plains of Mesopotamia, the Arab race maintains a warlike energy, even after the sceptre has passed from it, and its glory has departed. The Tartar and the Turkman of the higher and colder tablelands of the interior fight well, and maintain a real independence even, while acknowledging a nominal subjection, and Mohammedanism itself, had as it is, gives a superiority to its professors, who are the lords wherever they have settled and have not given place to European Christians.

The institution of caste seems to be at the root of the feebleness of the Hindoos and other permanently subjected and conquered races. The supremacy of the West—its progress in civilization and the arts, dates back to its freedom from these bonds and shackles;—the unity of action thus obtained—the freedom and energy secured by the power of choosing that calling and profession to which natural powers and impulses point, has been the even measure of success and the true source of power, and even Mohammedanism, which threw open to all true believers in the doctrines of the Prophet, the avenues to advancement, had that great advantage over the forms of social life with which it came into contact, and the class-ridden masses of the Byzantine Empire—the caste-confined millions of India and Persia immediately accumulated, while Europe itself, bound up in the shackles of feudalism, trembled for centuries before the stern fanaticism of the legions of the Caliphs or the Sultans.

All that the world has known of greatness, or achieved in the direction of real progress, it has owed to the abrogation of the petty distinctions of class or caste,—to the concept of narrow boundaries and petty prejudices. To the untiring industry and dauntless enterprise of her Commons, England owes all that she has of solid greatness. Unfettered France sprang forward, the leader and the conqueror of Europe, until, with the Empire, Napoleon introduced the ideas and the notions which the nation had cast off.

It thus appears that the secret of Asiatic weakness has been less in the people themselves, or even in the tyranny of their rulers, than in their social barriers to human progress and the free development of mind, under the social operation of the doctrines of caste, however modified, or under whatever name disguised, and the same causes would have produced the same effects elsewhere.

FINANCIAL PANIC.—In the beginning of last week, the New York Agency of the Ohio Insurance and Trust Company failed, owing some four or five millions. The parent Company, located at Cincinnati, assert the perfect solvency of the institution, but suspend business until the true state of the facts can be accurately ascertained.

This failure has been followed by others, occurring mostly among parties connected with railroad stocks or securities. Jacob Little, the Great Bear of the New York Brokers, who fails on all convenient occasions, has failed again, with liabilities footing up about five millions of dollars.

Bondell & Co., Fisher & Co., DeLaunay, Iselin & Clark, John Thompson, E. S. Moore, all Brokers or Stock speculators have failed.

In addition to these Wall Street failures, six bank failures are reported—two in Rhode Island—one in Maine and one in the State of New York. All railroad stocks and securities are down, and speculative credit has received a shock. It puzzles us how Jacob Little and men like him, can make a business of failing and be able to keep at it, and get any body to trade with them.

THE NEW YORK FAILURES.—We find that the most cautious and best informed papers afford comparatively very little importance to the recent Wall Street failures, or suspensions. The figures in these cases, large as they are, represent, in fact, but little real property, and hardly any actual loss. If Jacob Little, for instance, failed for five millions of dollars, it was in this way: He had contracted to deliver that amount of stocks on a certain day, at certain rates. He failed to do it. That is the whole thing. The real margin of loss to Little or to anybody else, is a mere trifling per centage. The gross figures given, represent the gross nominal transaction—the principal of the transaction, so to speak—the loss is merely the profit or loss in the shape of the per cent rise or fall. Parties have been betting on stocks, and the losers are not quite ready to square up their margins, that is nearly all.

There appears to be no panic, nor cause for panic in other branches of business. The banks are undisturbed, and outside of Wall Street no harm is done, and far less there than appears on the face of things.

FAST SAILING.—In the way of first class schooners, Philadelphia possesses a fleet that cannot be excelled.—The regular Wilmington, N. C. line, sailing from this port, can show some of the finest vessels of this description that ever skimmed a sea. As a specimen of their sailing, we would name the New Republic, of this line, a schooner that has done the last five trips from port to port, and back again, including the time of loading and unloading, in fifteen weeks. This would make an average of but three weeks for the round trip, a degree of speed which cannot do otherwise than commend the line to shippers in this city. This line, we believe, has never been exceeded for an equal number of consecutive trips.—*Phila. North American, 25th inst.*

The agent above line in this place, is G. W. Davis, Esq.

Captain Edwin Baker, her commander, although still a very young man, is evidently a thorough seaman, and pushes things through in quick time. We believe that not only in the Philadelphia trade, but also in that to New York, Boston, Baltimore and other ports, Wilmington possesses the advantages of vessels fully equal to any of their class in the world.—We believe that there are engaged in her trade a number of vessels, Schooners especially, which cannot be surpassed, and their Captains are enterprising and active men, who lose no time unnecessarily.

Among the appointments by the President, announced in the Washington Union of the 28th August, we find that of Henry W. Spencer of New York, Consul at Paris, in place of Duncan K. McKee, resigned.

We learn from gentlemen who have seen Mr. McKee since his return to this country, that his health is very much improved, with every prospect of a complete and permanent restoration. He is now much better in every way than he has been for a number of years. We believe it is his intention to fix his residence in Raleigh, with the view of engaging in the practice of his profession.

On the 26th inst., Messrs. Vaughn & Fisher, Philadelphia, launched a beautiful Steam Tug-boat, to be used as a Tow-boat at Wilmington, N. C.

President Buchanan voluntarily held the list of Washington subscribers to the Chesapeake Steam Ferry project of A. Dudley Mann.

All sorts of stores and places used to be full of the baby-jumpers. Now they are no more. The papers no longer talk baby-jumper. Punch and the Yankee Blade no longer illustrate them. Harper's original funny man no longer steals baby-jumper wit. The baby-jumper is an obsolete idea—a defunct institution. The (whoop) of the babies has given place to the hoop of the ladies—baby jumpers have been slightly altered into hoop-skirts—that is, if we may judge of these latter mysterious articles by the pictures published by the naughty newspaper men, which to us look like transmogrified baby-jumpers. Who knows but that they may serve a double purpose in some cases. We don't. In fact we have got nothing to say. We merely philosophise upon the subject, as we would upon any other celestial phenomenon,—as the advent or departure of the comet, the sweep of its tail, &c. &c.

A NEW WORK COMING.—The lovers of genuine literature will be pleased to know that Mr. Hawthorne has resigned his office of Consul at Liverpool, from reasons connected with his private business, the reading office being the completion and supervision of a new work from his pen, shortly to be placed in the hands of the publisher. The admirers of the "Scarlet Letter," or the "House with Seven Gables," will seize eagerly upon anything from the hand of their gifted author. It was after his retirement from the Custom House at Salem, that he gave to the world his "Scarlet Letter," and indeed official life seems to stimulate the activity of his mind as its periods are generally thus marked at the close.

ACCIDENTALLY SHOT.—Yesterday a mulatto boy, named "Bruce," some eighteen years of age, got shot by the discharge of a pistol in his own pocket, the contents of which lodged in his body. The boy belonged to Mrs. Cowan, but was hired by Mr. S. Kahnweiler, upon whose lot the accident happened. We understand that the boy accounts for having the pistol by stating that he had it on purpose of shooting a cat. We believe he was found insensible after the explosion. The pistol was in the breast-pocket of his vest. We have not heard what the chances of his recovery may be.

Daily Journal, 29th inst.

DIED OF HIS WOUNDS.—We regret to state that the boy "Bruce," who was accidentally shot last Friday by the discharge of a pistol in his pocket, died on Saturday about noon, just after our paper had been closed. He was a very valuable and favorite servant.

THE ATLANTIC AND NORTH CAROLINA RAILROAD.—The Newbern Express of the 25th inst., says, that for the last few weeks several trains, tolerably well laden with naval stores, lumber, produce, &c., have been arriving at that place.

THE MAGISTRATES OF ROBSON COUNTY have voted to submit to the people of that county the question of a county subscription of \$100,000 to the capital stock of the Wilmington, Charlotte and Rutherford Railroad Company. The vote is to be taken on Thursday, September 24th, 1887.

The Vanderbilt steamer Niagara made her last run from New York to Southampton, England, in nine days and five hours, equal to nine days and one hour to Liverpool. This is the shortest yet.

We saw a big turtle in a day to-day. He must have been between two and three hundred pounds. He was an ugly reptile.

A CLEAN SWEEP.—Not a single regiment of the native Bengal Army remained faithful to Great Britain. Every one has either mutinied or been disarmed.

Beverly Tucker has been appointed Consul to Liverpool.

Stewart's majority in Missouri, will be about four hundred.

Good Breeding.

The following anecdote is related by Mr. Walker in his amusing and instructive publication, "The Original," as affording a fine instance of the value of good breeding or politeness, even in circumstances where it could not be expected to produce any personal advantage.

An Englishman making the grand tour towards the middle of the last century, when travellers were more polite and more respectful, and less inclined to quarrel, was travelling through the country of the present-day, and was, as he said, "in a bad way of being run down." He happened to meet a regiment of infantry returning from parade, and, taking a position to see it pass, a young captain, evidently desirous to make a display before the stranger, in crossing one of the numerous water-courses with which the country is intersected, missed his footing, and in trying to save himself from a tumble, he fell into the water. The colonel immediately mentioned it to the general in command, and when the Englishman returned to his hotel, he found an aide-de-camp waiting to request his company to dinner at headquarters. In the evening he was carried to court—at that time, as Lord Chesterfield tells us, the most brilliant court in Europe—and was received with particular attention. Of course, during his stay at Turin he was invited every where; and on his departure he was loaded with letters of introduction to the different States of Italy. Thus a private gentleman of moderate means, by a graceful impulse of Christian feeling, was enabled to travel through a foreign country, then of the highest interest for his society, as well as for the gratification of his curiosity, with real ease and advantage than can ever be derived from the mere circumstances of birth and fortune, even the most splendid.

Giving It Up.

The Montour American, the black-republican paper of Montour county, surrenders the political battle in the following language:

"From present indications there is no prospect of defeating Packer. A triangular fight must result in the defeat of the opposition, and in our present divided state we feel assured that we have the numerical strength to succeed, if united on a single ticket. We are defeated and rendered powerless by the imprudent zeal of ultra-republicans and intense Americans. The settled conviction of our mind has ever been that 'united we stand, divided we fall.'"

The settled conviction of our mind is, that the democracy of Pennsylvania have a clear majority of from ten thousand to fifteen thousand over the black republicans and know-nothings combined, and with all their forces in the field. We venture the prediction that General Packer's majority over Judge Wilcox will exceed fifty thousand, fusion or no fusion.

THE SEPOY REGIMENT.—In the London Times of the 27th we find the following:—"The Sepoy Regiments are really officered by men of their own race and religion who teach the young gentlemen from England the routine of duty. The latter learn to look upon the service with their regiments as a vocation, and after a time, as a humiliation. Every one who is anybody is draughted away to something else, and, of course, it is both onerous and mortifying to remain. When seven or more of the senior officers are away, getting better pay and with the prospect of an indefinite advancement it cannot be wondered at that the regimental services should be demoralized, and as little that the Hindoos should discover the fact."

TITLE TO THE SITE FOR THE MARINE HOSPITAL, at WILMINGTON, NORTH CAROLINA.—The Attorney General yesterday afternoon certified to the validity of the title to the site for the marine hospital to be constructed at Wilmington, North Carolina. The case was brought on by the 8th inst., but the evidence furnished to prove the completeness of the title was not sufficient. Additional evidence having been referred to him by the Secretary of the Treasury, he certified yesterday that a valid title is now vested in the United States.—*Washington Union, 29th inst.*

From Havana. The steamer Philadelphia has arrived from Havana. There is nothing important from Cuba—Sugars were unchanged at Havana.

THE FINANCIAL CRISIS.—Messrs. Atwood & Co., bankers, with large western connections, failed to-day.

Mr. Ludlow, cashier of the Ohio Trust Company, has been arrested on suits of the Merchants' Bank of Wheeling, and Farmers' Bank of Virginia.

MISSOURI ELECTION.—The result in Missouri is at last definitely decided. Col. Stewart, the Democratic candidate for Governor, has a majority of two or three hundred.

Naval Affairs.—NORFOLK, Aug. 29.—The United States ship Fal-mouth, recently arrived at New York, from Rio, has been ordered to be docked, and then to return to Rio immediately.

Another Filibustering Expedition.—AUGUSTA, GA., Aug. 29.—Handbills are being circulated in the upper part of Georgia and Tennessee for the enlistment of troops for Nicaragua. Twenty-five dollars per month and two hundred and fifty acres of land are offered to all who will join the expedition.

From Madeira.—THE GRAPE FAILURE.—Introduction of [Correspondence Boston Traveller.]

MADERIA, Saturday, July 25. Madeira has lost much of its prestige since the cholera of last summer, when it carried off ten thousand persons. The English avoid it this year, which is a drawback to gaiety. The failure of the grape has given it another blow, and produced a great deal of poverty and distress. The Portuguese say, however, that it has been of service to the island, as the people have turned their attention to the production of grains and the sugar cane, and are no longer under the domination of English wine merchants. This year there is not a grape on the island, and all hopes of overcoming the blight are given up. No one comprehends the disease, and no remedy can be found. The grapes when two months old collect a mould on the shady side, as large as a pin's head, which bursts and shoots out the seed—in a few days they are dead. Mr. March has introduced the Catayava, which he thinks will produce in a few years as much wine as the island has ever done, and of a very fine quality. On the 25th of August he gives a fete to ten thousand of the poor, on the occasion of the dedication of a church which he has built for them.

From the Philadelphia Bulletin.

A Steam Haul Carrier—Put Up. We stood for a few minutes, yesterday, looking at the operations of a steam haul carrier, at the new building for the Pennsylvania Railroad Company's office, at the corner of Third street and Whiting's alley. The motive power was a small locomotive-steam engine, upon wheels, which, although stationary at the time, looked as though it could be moved readily from point to point. A mammoth hook, holding twelve or fifteen times the weight of bricks and mortar which could be carried by the stoutest laborer, was hooked to the end of the building by the steam hook carrier, with the aid of a crane and a block and tackle. One man attended the engine, another loaded the mammoth hook, another attended to its safe delivery up-a-foam, and without toil or fuss or sweat, the little steam engine done the work of fully fifteen men. After seeing this quick display of power in a new way, we made each and every man carried out as readily as applied to fire engines as to locomotives, printing presses, weaving, hod carrying, and, in short, to everything else. There are some things which steam cannot do, nor would any decent steam engine do them if it could, until steam fire engines can be made to do these things, they will be opposed by certain persons, who will be compelled to submit to the withering rebuke and scathing contempt involved in being called "great steam skivvies."

Sharp Practice of a Bank President.—The Grab Game Illustrated.

To show how timid, and to what unprincipled measures even old established financiers will sometimes resort in times of perplexity and doubt, we record the following fact: On Monday Messrs. Moran Brothers borrowed \$10,000 of the Bank of America, giving security for the same to the amount of \$18,000 in bills receivable. The failure of the Ohio Life and Trust Company occurred immediately after. On Tuesday Mr. Moran took \$20,000 of other bills receivable to the same bank, and tendered them for discount, with a view mainly to pay off the loan of \$10,000. The tender was refused peremptorily, and Mr. Moran was walking away, when Mr. Newbold, the President of the bank, called him back, and asked to see the bills receivable which Mr. Moran had just tendered. He showed them to him, and in the most unperturbable manner, doubled them up and put them in his pocket, telling Mr. Moran he would return them with the others previously deposited on the \$10,000 loan being repaid.

Mr. Newbold had no more right to that paper than we had, and it was in fact, a transaction which approached very near to robbery. It is at best, a trick which the most confirmed sharper would hardly resort to, and in a bank president should be denounced by every honorable man. Mr. Moran, however, went to the Merchants' Bank, and got his check certified for \$10,000, with which he immediately paid off his loan to the Bank of America, and obtained back all his securities.

New York Daily News.

Emancipation in the West Indies. The London Times has the following comments on the effects of emancipation in the West Indies:—"The worthy men who extinguished slavery, and ruined our West India possessions, are very touchy, very obstinate, very inconvertible on that tender point. It is not our business to deny them much justice and truth on their side, or to stand up for the planters, who took up a line which repelled all reasonable advocacy. But, confessedly, taking that grand summary view of the question which we cannot help taking after a quarter of a century, the process was a failure; it destroyed an immense property, ruined thousands of good families, degraded the negroes still lower than they were, and after all increased the mass of slavery in less scrupulous hands. After many attempts at indirect discouragement, we have been obliged at last to recognize and admit persistent slave owners to an equal rank in our country, uncompromised and unbiased as the question, and asks why we did not attempt the gradual or spontaneous emancipation, if it was, indeed, utterly impossible to improve the practice of slavery into something more like that we read of in sacred as well as classical antiquity. The more these questions are asked, and the more these doubts abound, the more positive are men of the pen of the press, they did right, in their days, and that they cannot be improved upon in our day."

REMOVAL OF THE UNION OFFICE.—After an occupancy of nearly thirty years, the Washington Union office has been removed from its old quarters on E street, between 13th and 14th streets, to a new and spacious building, expressly erected for its use, on the same street, between 11th and 12th streets. The Union, in announcing its change of quarters, says:

"We left the old building from necessity, not choice, for it is endeared to us by associations of the most gratifying character, and not without a peculiar interest for us, in real and in ideal, in the new and the old building, and even shadowy-looking as the simple sun was and is, it was honored in its day by the frequent visits of Presidents Jackson, Van Buren, Tyler, Polk and Pierce, and by most, if not all those distinguished statesmen who were officially connected with their respective administrations. Its plain, pine, unadorned chairs—we have them still—have been occupied by the representatives of the nation—by foreign ambassadors and native diplomats—by Calhoun, Webster, Clay, Hayne, Forsyth, Wright, McDuffie, and other great and gifted patriots and statesmen, whose fame fills the country, and whose memories are still warmly cherished by a grateful and an admiring people."

A HIGH TIDE AND LOW POVERTY.—It has been mentioned that the life of the Earl of Mornington, late about a million of dollars, was insured by his creditors for the late Duke of Wellington, and was formerly known as Long Pole Wellesley, and was formerly known in poverty, brought upon him by improvidence in early life. He died very suddenly, and on the inquest his vallet told the jury with tears in his eyes, that his master had frequently lacked the common necessities of life, and that he had been dependent upon parish assistance.

OCEAN STEAMERS.—THE HAVRE Chamber of Commerce have received an official intimation of the resolution of the French Government relative to the transatlantic packet service. The New York Lines is to be awarded to Havre, with a subvention of 3,000,000; the Antilles line to Bordeaux and Marseilles, with 5,000,000. Each port is requested to present a company prepared to undertake the line assigned to it.

"What are you writing such a big hand for, Pat?" "Why, you see that my grandmother is deaf, and I'm writing a loud letter to her."

ANOTHER HOOP-HUBB.—A LADY IN DISTRESS.—A CAROLINE HERO.—A day or two ago, a lady, dressed very elegantly, and in the extreme of the mode, was descending the steps of the post-office, when her foot slipped, and she fell, breaking two of her hoops, whose fragments so clung to her limbs that she could not rise.

The predicament of the lady may be imagined, but could hardly be pen-painted without trespassing upon the descriptive domain of Brantome or Duclos.

She made numerous efforts to regain her feet, but all to no purpose. There she was, in a most ungraceful and unbecoming position, her dark ringlets falling over her face, and hiding her blushes, and her little gaiters making ineffectual endeavors to fix their heaven-tending soles once more on earth.

This position, at an hour of the morning when hundreds of our citizens are going and coming from the office, was not the most agreeable. Gentlemen after the fashion of the lady, or perhaps, to gratify a feminine curiosity; but she waved her hand, and entreated them to let her alone as earnestly that they all passed on.

A moment was an age, under the circumstances.—What could be done to rescue the subverted crinoline, and its contents?—that something must be, was certain. The force was likely to become a tragedy, for the damsel, from silence and despair, was beginning to weep, and her grown superlatively nervous, and even wretched. She even uttered several screams whenever any one approached her, and commenced to throw out her feet much after the fashion of a trained kicker, by no means beautifying the folds of her drapery, which began to be seriously disarranged before her vigorous action.

Alman every gentleman who happened to be near, but she would not be aided, and a kick, a flutter of crinoline, and a scream were the inevitable effects of any such charitable endeavor.

By this time she was weeping copiously, and half crazed with mortification, grief and sorrow. Her situation demanded a hero; some dauntless fellow, like Sir Swivel Charles, who would storm a fort alone and contend with a host of men. Such heroic valor and gallantry, lord after lord of creation passed, there appeared no indication of the "coming man."

But he did come. He saw the difficulty and the peril, and determined, as all great military geniuses do, to conquer them at once.

Kicks and screams did not discourage him, he rushed upon the lady, who lay all the while on her back, picked her up, she screaming vociferously, and resembling a Pythoness, her eyes flashing fire through her tears, her locks disheveled, and her face burning with the intensity of opposite feelings.

Wild from her mishap and its consequences, she struck the gentleman upon the face, and tried to run her taper glove-fingers in his eyes. She kicked, too, like a spoiled child, but he bore her down the steps, without incident, saved that she expelled the breath from a portly banker with one of her gaiters, and destroyed the equilibrium of a well known attorney by bringing the other pedal extremity against his knees, causing him to roll over until he reached the pavement.

A crowd had gathered by this time, and the hero of the crinoline bore the lady away and placed her in a carriage standing on Fourth street, shut the door, and told the driver to hurry forward.

The whip cracked, the horses started, the lady screamed and sank into one corner of the vehicle, the crowd laughed, the hero smiled grimly, and with a damaged toilette, walked rapidly away.

A number of fragments of whalobone, a part of a boot-lace, the heel of an unexceptionable gaiter, a bracelet and an odor of millefleurs were all that was left to show that the crinoline went down in the presence of the pitying and sympathizing many, of whom but one had heart to tempt the dangerous sea, washed into fury by a woman's crinoline mishap.

A few of the fragments of the wreck, carefully collected, can be seen at this office by the first of the next Miss—, the curious in crinoline, and those interested in the cause of hoops that won't explode.—*Cin. Gaz.*

TRUCK OR VEGETABLE TRADE OF NORFOLK.—The "City Index," published at Norfolk, Va., has some interesting statistics of the shipments from that port this season, of peas, cucumbers, beans, potatoes, tomatoes, radishes, rhubarb, asparagus, apples, peaches, pears, &c. The following are the total exports to each market named during the months of June and July:

To New York,	Packages,	Value,
Philadelphia,	3,429	\$129,022.50
Baltimore,	40,216	106,540.00
Richmond,	1,650	2,625.00
Total,	36,099	\$240,247.50

The above packages, says the Index, are estimated at \$2.50 each, which is a very low figure. The largest proportion of the packages were barrels of cucumbers, radishes, potatoes, &c., which in the early part of the season commanded 6 to 10 each. This large amount of truck, it might be safe to say, was shipped in the space of forty days, and very serious inconvenience was felt by shippers for the lack of facilities to get off all that came to market. Although we have a daily line to Baltimore, and the 25th of July, 1887, to Philadelphia and New York, each provided with steamships, it is not probable that more were required, and nothing short of a daily line to New York will ever be sufficient to meet the demands of the trade.

The above statement shows a very large amount shipped to Baltimore, and it may be proper to remark that much of it went through to Philadelphia via the former port. From the 25th of July to the 1st of August 33,000 watermelons were shipped hence to the latter port. The Index further states that since the 1st of July there have been received at Norfolk 183,453 bushels of wheat, corn and oats, valued at \$264,579; and for the year ending July 21, 20,403 bales of hay.

THE LONDON TIMES ON SLAVERY.—On the 1st of the present month of August—the anniversary of West India emancipation—when our American friends were celebrating the event and singing hymns to Queen Victoria, the London Times used the following language:

"The worthy men who extinguished slavery and ruined our West India possessions are very touchy, very obstinate, very inconvertible on that tender point. It is not our business to deny them much justice and truth on their side, or to stand up for the planters, who took up a line which repelled all reasonable advocacy. But, confessedly, taking that grand summary view of the question which we cannot help taking after a quarter of a century, the process was a failure; it destroyed an immense property, ruined thousands of good families, degraded the negroes still lower than they were, and after all, increased the mass of slavery in less scrupulous hands. After many attempts at indirect discouragement, we have been obliged at last to recognize and admit persistent slave owners to an equal rank in our country, uncompromised and unbiased, admits the failure, and asks why we did not attempt gradual or spontaneous emancipation, if it was, indeed, utterly impossible to improve the practice of slavery into something more like that we read of in sacred as well as classical antiquity. The more these questions are asked, and the more these doubts abound, the more positive are men of the pen of the press, they did right, in their days, and that they cannot be improved upon in our day."

ANECDOTE OF JOHN RANDOLPH.—He was travelling through a part of Virginia in which he was unacquainted. During the time he stopped at a inn near the forks of the road. The innkeeper was a fine gentleman, and no doubt one of the first families of the Old Dominion. Knowing his distinguished guest was endeavoring during the evening to draw him into a conversation, but failed in all his efforts. In the morning, when Mr. Randolph was ready to set out, he called for his bill, which, on being presented, was paid. The landlord, still anxious to have some conversation with him, began as follows:

"Which way are you travelling, Mr. Randolph?" "Sir," said Mr. Randolph, with a look of displeasure. "I asked," said the landlord, "which way are you travelling?" "Have I paid you my bill?" "Yes." "Do I owe you anything more?" "No." "